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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY Yugoslavia

DATE DISTR. 11 January 1949

SUBJECT Alleged Soviet Air Experimental Station
in the Novi Sivac Area

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS

Attached herewith for your information and retention is a document concerning the alleged Soviet Air Experimental Station in the Novi Sivac area.

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- 9) Canal about 4 meters wide with cement banks. At the bottom of the canal and on the ground stretching between the railroad and No. 5 as far as No. 6 is a metal net through which flows an electric current. Some lamps have been placed at intervals.
- 10) Tunnel raised above the ground, about 300 meters long. It is covered with a layer of grassy dirt. It is crossed by a double track railway. It is believed that the tracks have a Russian gauge, because the railway cars which were observed running on it had a gauge wider than normal. About 15 to 20 of these railway cars a day were seen brought on rollers pulled by trucks. The tracks run beyond the tunnel and behind No. 6. The tunnel must be connected to some other underground structure because it was observed that some trains went in full and came out empty.
- 11) Building to which only Russian pilots have access.
- 12) Two houses which have dug corners.
- 13) 5 or 6 elevators placed on the ground level. Each one can bring up to the surface two pursuit planes or one bomber. Several planes have been seen going in and out. It is believed that the underground structures must be very large.
- 14) Square.
- 15) Large wooden barracks used as plane repair shops. The exact number is not known, but it is believed that there must be over 30.
- 16) Road which crosses No. 15. It should lead either to an airfield or an athletic field in the vicinity.
- 17) Location of the probable airfield or athletic field.
- 18) Probable location of a railroad station. From this direction, especially at night, the noise of an intensive movement of trains could be heard.
- 19) Zone in which excavations are in progress. A depth of 5 meters had been reached in some places in February 1948. 2 or 3 excavating machines were being used. Many workers were employed there.
- 20) Underground hangar and shops. The length of the hangar has been estimated in the following manner: A German type six engined plane arrived for repairs. Its wing spread is about 70 meters. The hangar has a central dividing wall and 14 rows of cement pillars, each about one meter in diameter. The pillars run through the width of the hangar in rows with a distance of 4 meters between each pillar in the row. The approximate width of the hangar can be estimated from the fact that it is sufficient to accommodate six bombers placed wing to wing. The height is about 10 meters. The central wall is about 3 meters wide. Inside it are the stairways which lead to the floor below the ground level. One of these elevators can carry a German type six engined plane. The other which is smaller can carry two pursuit planes or a bomber. On the opposite side of the wall are two more elevators of the same capacity. It has been observed that cases of all shapes and dimensions were lowered to the floor below ground. Planes requiring major repairs were sent to the floor below ground. From that floor repaired planes as well as new planes were seen come out. From this lower floor were also taken out parachutes of a new type (see sketch III). In all parts of the hangar are intakes of air for the lower floor, loudspeakers and flexible tubes to supply gasoline. The longest sides of the hangar are closed by a series of doors which form one door

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A. Description of Center:

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1. [] the name of the location of the center, []
[] concluded from all indications that it probably was in the Novi
Sivac area. The airfield seen from the air gives the impression of patches
of different colored vegetation such as fields cultivated with different
crops. No antennae can be seen. The area of the field enclosed between No. 13
and No. 27 (see sketch attached) was covered in 1947 first with dark dirt, and
then with squares of dirt with grass. This area was about 15 cms lower than
the level of the rest of the field. Around the buildings there are holes in
which trees are being placed to hide the buildings. Thick metal nets have been
observed. According to the Russian workers, they are intended to protect from
shrapnel. The roads of the airfield are painted green. The tracks formed by
the constant passage of cars on the grass are covered with green powder. There
are no fixed units on the field. The airfield gives the impression of being an
experimental station. In addition, it seems to be equipped to repair and
assemble planes and as a distribution center.

2. Explanation of attached sketch of airfield, No. I:

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- 1) Wood. The trees are about 1.5 meters tall. When they grow beyond that height they are replaced with smaller trees.
- 2) Location of installation/reproduced in sketch No. VI. Near the installation is a cement exit and an underground passage from which soldiers have been seen coming out.
- 3) Armored cement structure covered with a layer of grassy dirt. The doors are inclined towards the ground. Tanks have been seen inside. No planes have ever been seen going in or out of the structure.
- 4) Parking lot for tanks of the Tiger type. The lot covers a large stretch of ground making one suppose that the number of tanks must be large.
- 5) Ground pressed down and covered with grass. It covers several hundred meters. Because of the size, it could be a runway.
- 6) An artificial rise in the ground which could hide a construction similar to that in No. 3, but much larger.
- 7) Three small buildings inhabited by Russian officers.
- 8) Road.

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40 cms thick made of iron or other materials. These doors slide on runners. They are operated by electricity and controlled by a handle. They are inclined in reference to the ground. On the external side they are undulated so that shrapnel and projectiles will bounce off. On the outside of the hangar, along its width, is a camouflage net which extends from the roof obliquely to the ground. On this net are rubber trees filled with air. The roof is of reinforced concrete. It is about one meter thick. On top are three layers of sacks of metal mesh which are filled respectively with sand, gravel and sand. Above the sacks is a layer of dirt 40 cms tall with tall grass. It is strictly forbidden to go on the roof. The roof is reported to be mined to neutralize the explosion of bombs by the explosion of the mines. At the corners of the hangar adjacent to the field are the main openings for the vents and the gasoline and oil pipes.

- 21) A building very similar to No. 20. The length, however, consists of only 6 spaces of 80 meters each set off by the two side walls, the central dividing wall and four rows of pillars. This structure also has four elevators placed similarly as in the other building. On the inside, in the space between the pillars, are shop machinery, a foundry which produces parts for airplanes, tanks and vehicles. Buildings 20 and 21 are about 100 meters distant. It is believed that the underground levels of the two buildings are connected. From building 21 completely new planes have come out. These planes are checked on the field. The numbers and lettering are placed just before the plane takes off, therefore none have been observed. In the shops of these plants are condensers which are of the same size as the Italian ones, but much lighter. On the sides they have the name "Kerkov" lettered. From all observations, all the workers employed underground were Russian.
- 22) Shed formerly used for shops and now being torn down. It is reported that on this site a building similar to No. 21 and 22 is to be built.
- 23) Telephone switchboard.
- 24) Office of Russian Colonel NJEKIC, superintendent of director of installations No. 15, 19, 20 and 21.
- 25) Guard corps.
- 26) General headquarters of the camp. All important persons who arrived went here. There were about 20 high-ranking Russian officers.
- 27) Excavation 7 to 10 meters deep in which had been placed two cables which it is believed connect the general headquarters of the airfield, No. 26, with No. 2. Prisoners worked on it up to the curve of the runway. The work was then completed up to No. 2 by Russian workers. The initial work was done by a mechanical "digger" which made a hole about 2 meters deep. The rest of the excavation was done by hand. The work was completed in the summer of 1947.
- 28) Structure completed in August 1947. It is two stories high. It is neither camouflaged nor defended. In it are offices, a mess and an officers' club.
- 29) Various tubes for gasoline, lubricants and compressed air. At the respective pumps there is an intensive traffic of pursuit planes and other small planes.
- 30) Structure similar to No. 28. Used for officers' billets and club.
- 31) Grassy road.
- 32) Enclosure in which are 10 sheds to house the prisoners and their families. In the same enclosure is a kitchen with two adjacent store rooms for food. A little further away is a wooden shed with barbed wire whose use is not known. The whole enclosure is surrounded with an electrified wire net and electrified barbed wire. Guards stand at the four corners.

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- 33) Two structures to control the entrance to the airfield. Excavations for an oil conduit have been made from this point to the vicinity of No. 28.
- 34) A high antenna believed to be used as an observation point.
- 35) Road used by informer when he arrived at the airfield.
- 36) Road which leads to No. 39, 40 and 41. It is not camouflaged.
- 37) Space used for parachute practice with a new type of parachute.
- 38) Buildings made of masonry.
- 39) Four hangars.
- 40) Cement plaza.
- 41) Cement runways painted with whitewash. (Note: Items 38, 39, 40 and 41 were learned by informer from prisoners who had worked on these structures,
- 42) Installation described in sketch No. V.
- 43) Swamp about one and a half hours walking distance from road No. 36.
- 44) American type iron runways about 100 meters wide and several kilometers long. They were completed during the summer of 1947. Along the edges of the runways are lights of various colors raised a few centimeters from each other. These are used for night flying. To give an idea of the length of the airfield, Source stated that it took him an hour and a half of fast walking to go from No. 28 to the end of runways No. 45 (Note: probably 44). These runways are camouflaged by grass growing in the holes in the iron.
- 45) Runways as above, but narrower. Generally used for military courier planes which are usually bimotored planes - the exact type is not specified.
- 46) Hangar used for the planes mentioned in (45) holding about 10 planes. It is camouflaged in the same way as the hangar described in (20).
- 47) Area in which are various groups of tubes for gas, oil and compressed air at a distance of 6 meters each. Heavy planes are usually serviced here.
- 48) Night beacon which has an intermittent white light.
- 49) Installation shown in sketch No. IV

B. Russian Officers and Technicians:

3. General NIVICIC (or NIVICEC) is the general commander of the base. [redacted] 25X1
[redacted] 25X1
4. Colonel KRASATOV (or KROSATOV) is in command of the airfield. [redacted] 25X1
[redacted] 25X1
[redacted] 25X1
5. Colonel NJEKIC is in charge of the work on the field. [redacted]
[redacted]

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plane proceeded on its normal flight after piercing the net. This experiment was performed in the presence of many evidently important observers.

- j) About 100 planes of the type shown in Sketch No. II were seen coming out of the shops.
14. The planes shown in Sketch No. II were first seen on the airfield during October-November 1947. The Russians are very jealous of this plane. The pilots of the plane are mostly German. After their final check, these planes leave the field for an unknown destination. The description of the plane is the following:
- a) The plane is an amphibian plane.
 - b) It has the dimensions of a flying fortress. According to the Russians, its speed is above 700 kilometers per hour. It has two motors per wing - a total of four motors - with a four bladed propeller whose hub is attached to an "ogivale" air intake similar to that of jet propelled motors. It has been noted that in flight these four engines make less noise than a single motored plane makes. The motors leave behind them four very visible trails of smoke.
 - c) The anterior and the extreme posterior part of the fuselage is built of plexiglass. From both ends there protrudes a tube about 15 cms in diameter from which, according to the Russians, are launched rockets which release a fog which destroys everything. Three similar tubes 40 cms in diameter are placed in the central lower part of the fuselage towards the bottom. Two openings are located in the posterior inferior part of the fuselage. One of these two openings is used for the entrance and exit of the crew which uses a rigid iron ladder. The purpose of the other opening is not known. On the central top part of the fuselage is a small armored retractable turret which has another rocket launching tube 15 cms in diameter.
 - d) The pilot's cabin is at the end of the anterior plexiglass portion of the fuselage. It is above the wings. The wings are joined to the fuselage about about half way up.
 - e) The plane has a three wheeled landing gear, two anterior and one posterior. These are equipped with tires 1.5 meters high for landing. They can be covered almost completely with three pontoons for water landings. The landing wheels are shorter and of a smaller width than the pontoons for water landings. The pontoons are retractable. Inside they have a motor which drives a propeller placed at the posterior end which serves to maneuver the plane on the surface of the water.
 - f) The tail rudder can be folded. The superior vertical portion enters into the inferior portion. The horizontal stabilizers can be lowered 90° to form all one piece with the lower vertical plane. The two horizontal stabilizers have four small wings, two each, placed near the intersection of the vertical plane. They are inclined about 45° in respect to the horizontal plane.
 - g) No openings are visible on the sides of the fuselage. On some planes the letters small "delta", and small "n" are placed on the posterior portion of the fuselage. The first letter is half the size of the second letter.
15. Landing experiments have been carried out with pursuit planes. The planes were landed on a very small tract of the runway across which large elastic bands were placed. These stopped the plane almost instantly.

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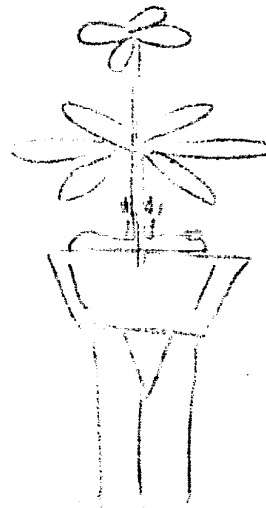
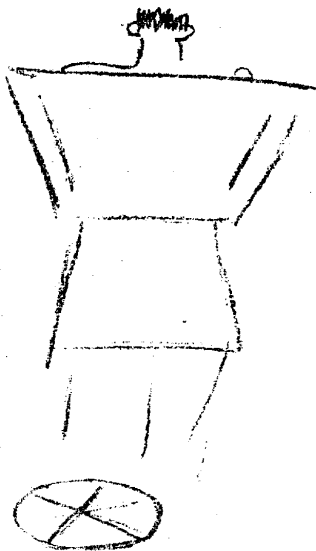
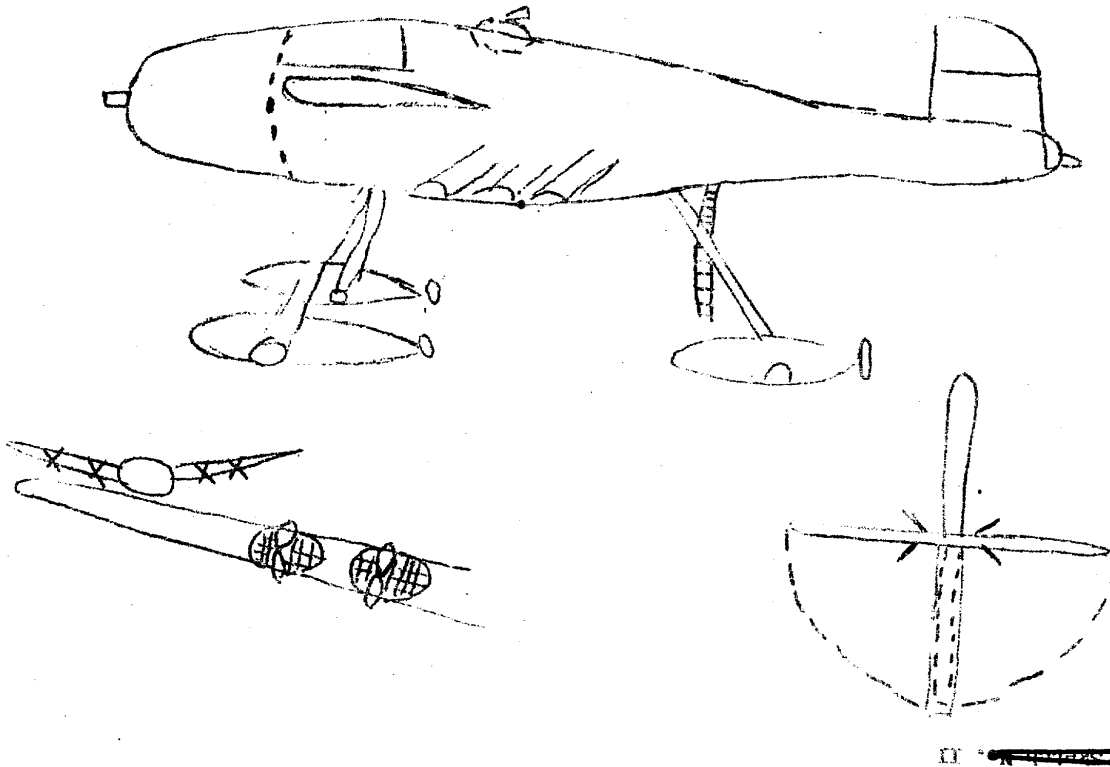


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~~(ALSO DELETED) (S) TOWING/REMOVING MOTORCYCLES~~

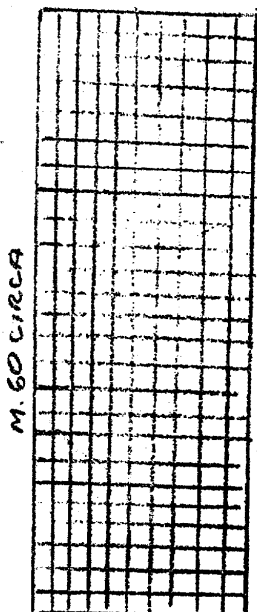


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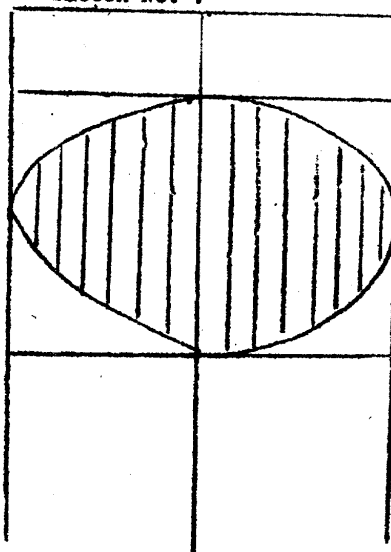
Sketch No. 111

Sketch No. IV

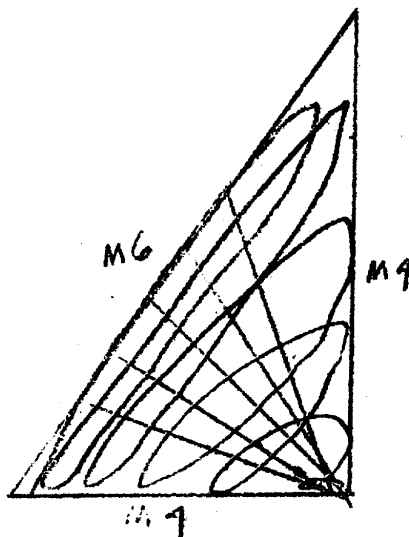
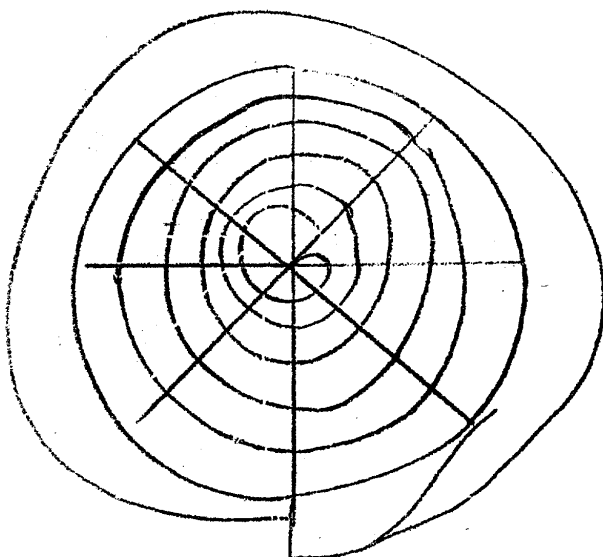


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Sketch No. V



Sketch No. VI



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